FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2002-20

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

Biweekly 2002-01

2001-26-13		Pilatus Aircraft	PC-7
2001-26-25		Grob-Werke	Sailplane: G102 Club Astir III, G102 Club Astir IIIb, and G102 Standard Astir III
2002-01-02		Turbomeca S.A.	Engine: Arrius 1A

Biweekly 2002-02

2000-20-19	C, S 86-15-10R2	Eurocopter France	Rotorcraft: AS-350B, BA, B1, B2, B3, C, D, and D1, and AS-355E, F, F1, F2 and N
2001-25-51	FR	MD Helicopters	Rotorcraft: MD900
2001-26-52	FR	Eurocopter Deutschland	Rotorcraft: EC135
2001-26-53	FR	Eurocopter France	Rotorcraft: AS350B, B1, B2, B3, BA, D, and AS355E
2002-01-05		British Aerospace	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201
2002-01-06		Eurocopter France	Rotorcraft: AS332L2
2002-01-07		Bell Helicopter Textron Canada	Rotorcraft: 430
2002-01-09		Pilatus Aircraft	PC-7, PC-12, and PC-12/45
2002-01-10		Raytheon Aircraft	65-90, 65-A90, B90, C90, C90A, 65-A90-1, 65-A90-4, E90, and H-90
2002-01-11		Pilatus Britten-Norman	BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T, BN-2T-4R, BN2A MK. III, BN2A MK. III-2, and BN2A MK. III-3

Biweekly 2002-03

2001-25-04		Honeywell International	Engine: LTS101-600A-2, LTS101-600A-3, LTP101-600A-1A, LTP101-700A-1A Turboprop
2001-26-54	FR	Eurocopter France	Rotorcraft: EC 155B
2002-01-16	S 86-24-11 & 86-25-04	Fairchild Aircraft	SA26-AT, SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC, SA227-AT, SA227-TT
2002-01-30		Eurocopter France	Rotorcraft: SE 3130, SE 313B, SA 315B, SE 3160, SA 316B, SA 316C, SA 3180, SA 318B, SA 318C, and SA 319B
2002-01-31	S 2000-22-51	Bell Helicopter	Rotorcraft: HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, and UH-1P, SW204, SW204HP, SW205, and SW205A-1
2002-02-01		Eagle Aircraft PTY	150B
2002-02-51	E	Eurocopter France	Rotorcraft: AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and EC130 B4
2002-03-52	E, S 2002-02-51	Eurocopter France	Rotorcraft: AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS335N, and EC130 B4

Biweekly 2002-04

2001-26-55	FR	Eurocopter France	Rotorcraft: AS350B, AS350B1, AS350B2, AS350BA, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, and AS355N
2002-02-10		Pilatus Britten Norman	BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T, and BN-2T-4R
2002-02-11		Pilatus Britten Norman	BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T, BN-2T-4R, BN2A MK.III, BN2A MK.III-2, and BN2A MK.III-3
2002-03-01		Honeywell International	Engine: T5311A, T5311B, T5313B, T5317A, T5317B, and former military T53-L-11, T53-L-11A, T53-L-11B, T53-L-11C, T53-L-11D, T53-L-11A S/SA, T53-L-13B, T53-L-13B S/SA, T53-L-13B S/SB, and T53-L-703 Turboshaft
2002-03-02	S 98-13-03	British Aerospace	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101

AD No.	Information	Manufacturer	Applicability

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Biweekly 2002-04 continued

2002-03-03		Socata-Groupe Aerospatiale	TBM 700
2002-03-04		Pilatus Britten Norman	BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T, BN-2T-4R, BN2A MK.III, BN2A MK.III-2, and BN2A MK.III-3
2002-03-09		Honeywell International	Engine: LTS101 Series Turboshaft and LTP101 Series Turboprop
2002-03-16	S 2000-18-52	Bell Helicopters (See AD)	OH-13E, OH-13H, and OH-13S
2002-04-51	E	Textron Lycoming	Engine: LTIO-540 and TIO-540 (See AD)

Biweekly 2002-05

2002-04-07		Eurocopter France	Rotorcraft: AS350BA and B2

Biweekly 2002-06

2002-03-09	R1	Honeywell International	Engine: LTS101 Series Turboshaft and LTP101 Series Turboprop
2002-03-52	FR, S 2002-02-51	Eurocopter France	Rotorcraft: AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and EC130 B4
2002-05-04	S 77-15-06	Socata-Groupe Aerospatiale	MS 892A-150, MS 892E-150, MS 893A, MS 893E, MS 894A, MS 894E, Rallye 150T, and Rallye 150ST
2002-05-05		Cirrus Design Corporation	SR20 and SR22
2002-05-06	COR, S 86-09-11	Sikorsky Aircraft Corporation	Rotorcraft: S-76A
2002-06-04		Eurocopter France	Rotorcraft: AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, and AS355N
2002-06-05		Transport Category Airplanes Rockwell Collins	Appliance: Mode C 621A-3 Air Traffic Control (ATC) Transponder(s)
2002-06-08		Rolls-Royce Corp.	Engine: 250-C28, -C28B, and -C28C
2002-06-52	E, S 2000-02-12	Bell Helicopter Textron Canada	Rotorcraft: 407

Biweekly 2002-07

2002-06-06		Rockwell Collins, Inc.	Appliance: TDR-94 and TDR-94D Mode S Transponders
2002-06-10		Pilatus Aircraft	PC-12 and PC-12/45
2002-07-01		Cessna	P206C, TP206C, P206D, TP206D, P206E, TP206E, U206C, TU206C, U206D, TU206D, U206E, TU206E, U206F, TU206F, U206G, TU206G, 207, T207, 207A, T207A, 210G, 210H, 210J, 210K, T210K, 210L, T210L, 210M, T210M, 210N, T210N, P210N, T210G, T210H, T210J

Biweekly 2002-08

2001-24-51	FR	MD Helicopters, Inc.	Rotorcraft: 600N
2002-06-52	FR, S 2000-02-12	Bell Helicopter Textron Canada	Rotorcraft: 407
2002-08-01		Fairchild Aircraft, Inc.	SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC, SA227-AT, and SA227-TT
2002-08-02	S 2001-20-14	Fairchild Aircraft, Inc.	SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC, SA227-AT, SA227-TT, and SA227-TT(300)
2002-08-03	S 2001-22-01	Enstrom Helicopter Corp.	Rotorcraft: F-28, F-28A, F-28C, F-28F, 280, 280C, 280F and 280FX

Biweekly 2002-09

2001-25-52	FR, S 76-18-01	Schweizer Aircraft Corp.	Rotorcraft: 269A, 269A-1, 269B, 269C, and TH-55A
2002-03-52	FR, COR, S 2002-02-51	Eurocopter France	Rotorcraft: AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and EC130 B4
2002-08-02	COR, S 2001-20-14	Fairchild Aircraft, Inc.	SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC, SA227-AT, SA227-TT, and SA227-TT(300)
2002-08-04		Piaggio Aero Industries S.p.A.	P-180
2002-08-16	S 2001-19-51	Eurocopter France	Rotorcraft: SA341G, SA342J, and SA-360C
2002-08-53	E	Bell Helicopter Textron, Inc.	Rotorcraft: 205A, A-1 and B
2002-08-54	E	Bell Helicopter Textron Canada	Rotorcraft: 222, 222B, 222U, and 230
2002-09-03		Eurocopter France	Rotorcraft: AS332L2
2002-09-04		Bell Helicopter Textron, Inc.	205A, 205A-1, 205B, 212, 412, 412EP, and 412CF

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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Biweekly 2002-10

2002-09-08	S 77-12-06 R2	Hartzell Propellers	Propellers: ( )HC-( )( )Y( )-( )( )( ) Compact Series
2002-09-09		Honeywell International	Engine: T53 Series
2002-09-11	COR, S 2001-05-03	SOCATA	TBM 700
2002-09-12	COR	Raytheon	C90A
2002-09-13		Cessna	441
2002-09-51	E, S 2002-08-53	Bell Helicopters	Rotorcraft: 204B, 205A, A-1, and B
2002-10-05	S 2001-07-09	MD Helicopters	Rotorcraft: MD-900

Biweekly 2002-11

2002-10-13		Raytheon Aircraft Company	58P, 60, A60, B60, and 65-88
2002-10-14		Bombardier-Rotax GmbH	Engine: 914 F Series
2002-11-01		Eurocopter Deutschland	Rotorcraft: EC135
2002-11-02		Raytheon Aircraft Company	390
2002-11-05		Air Tractor, Inc.	AT-400, AT-401, AT-401B, AT-402, AT-402A, AT-402B, AT-501, AT-802, and AT-802A

Biweekly 2002-12

2002-11-03		Air Tractor, Inc.	AT-502, AT-502A, AT-502B, AT-503A
2002-11-07		Raytheon Aircraft	E55, E55A, A56TC, 58, 58A, 58P, 58PA, 58TC, and 58TCA
2002-11-09		Bell Helicopter	Rotorcraft: 407
2002-11-10	S 2001-25-08	Sikorsky	Rotorcraft: S-70A, S-70C
2002-12-02		Eurocopter France	Rotorcraft: AS332L2
2002-12-03		Eurocopter France	Rotorcraft: AS332L2

Biweekly 2002-13

2002-11-03	COR	Air Tractor, Inc.	AT-502, AT-502A, AT-502B, AT-503A
2002-12-07	S 2000-18-53	Textron Lycoming	Engine: O–320–H1AD, –H1BD, –H2AD, –H2BD, –H3AD, -H3BD, (L)O–360,–A1AD, –A1F6D, –A1G6D, –A1LD, –A3AD, –A4AD, –A5AD, –E1A6D, IO–360–A1B6D, –A1D6D, –A3B6D, –A3D6D, –C1E6D, –J1AD, –J1A6D, (L)TO–360,–A1A6D, -C1A6D, –E1A6D, –F1A6D, TIO–360–C1A6D, (L)HIO-360-E1AD, –E1BD, –F1AD, O–540–H1A5D, –H1B5D, -H2A5D, –H2B5D, –J1A5D, –J1B5D, –J1C5D, –J1D5D, -J2A5D, –J2B5D, –J2C5D, –J2D5D, –J3A5D, –J3C5D, –L3C5D, IO-540-C4D5D, –K1A5D, –K1B5D, –K1E5D, –K1F5D, -K1G5D, –K1J5D, –L1A5D, -L1B5D, –M1A5D, –M1B5D, –M2A5D, -T4A5D, –T4B5D, –T4C5D, –U1A5D, -U1B5D, –V4A5D, -W1A5D, –W3A5D, (L)TIO–540–K1AD, –S1AD, –AA1AD, -AB1AD, –AB1BD, –F2BD, –J2BD, –N2BD, -R2AD, –T2AD, -V2AD, AEIO–540–L1B5D, TIO–541–E Series, TIGO–541–D1A, –D1B, –E1A, IO–720–A1BD, –B1BD, –C1BD, –D1BD, –D1CD
2002-12-09		Honeywell International	Engine: TPE331-11U, -12B, -12JR, -12UA, -12UAR, and -12UHR Series Turboprop
2002-12-14	S 99-23-07	Eurocopter France	Rotorcraft: SA330F, G, SA330J, AS332C, L, and L1
2002-13-04	S 2000-11-51	Teledyne Continental	Engine: C-125, C145, O-300, IO-360, TSIO-360, and LTSIO-520-AE Series Reciprocating
2002-13-05		MD Helicopters	Rotorcraft: 369D, 369E, 369F, and 369FF
2002-13-06		Eurocopter Deutschland	Rotorcraft: BO-105A, BO-105C, BO-105 C-2, BO-105 CB-2, BO-105 CB-4, BO-105S, BO-105 CS-2, BO-105 CBS-2, BO-105 CBS-4, and BO-105LS A-1
2002-13-51	E	Bell Helicopters	Rotorcraft: HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, UH-1P; SW204, SW204HP, SW205, and SW205A-1

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

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Biweekly 2002-14

2002-13-02		Air Tractor	AT-300, AT-301, AT-302, and AT-400A
2002-13-07		Honeywell, Inc.	Appliance: Inertial Reference Unit
2002-13-08		de Havilland	DHC-2 Mk.I, DHC-2 Mk. II, and DHC-2 Mk. III
2002-13-11		Eurocopter France	Rotorcraft: EC120B
2002-14-01		Eurocopter France	Rotorcraft: AS332L and AS332L1
2002-14-17	S 99-12-01	Eurocopter Deutschland	Rotorcraft: EC135
2002-14-18		Glaser-Dirks Flugzeugbau	Sailplane: DG-400 and DG-800A
2002-14-51	E	Agusta S.p.A	Rotorcraft: A109E and A119

Biweekly 2002-15

2002-13-04	COR S 2000-11-51	Teledyne Continental	Engine: C-125, C145, O-300, IO-360, TSIO-360, and LTSIO-520-AE Series Reciprocating
2002-14-19		Rockwell Collins	Appliance: Air Data Computers (ADC)
2002-14-22	COR	Pilatus Aircraft	PC-12 and PC-12/45
2002-14-26		Turbomeca S.A.	Engine: Arriel Models 1A, 1A1, 1B, 1D, and 1D1 Turboshaft
2002-14-28		de Havilland	DHC-2, Mk. I, DHC-2 Mk. II, and DHC-2 Mk. III
2002-15-01		Diamond Aircraft	Sailplane: H-36 "Dimona", HK 36 R "Super Dimona", HK 36 TC, HK 36 TS, HK 36 TTC, HK 36 TTC-ECO, HK 36 TTC-ECO (Restricted Category), and HK 36 TTS
2002-15-02		Hamilton Sundstrand Power Sys.	Appliance: Auxiliary Power Units (APU's)
2002-15-51	E	Sikorsky	Rotorcraft: S76A, B, and C

Biweekly 2002-16

2002-08-54	FR	Bell Helicopter	Rotorcraft: 222, 222B, 222U, 230
2002-09-51	FR, S 2002-08-53	Bell Helicopter	Rotorcraft: 204B, 205A, A-1, and B
2002-13-51	FR	Bell Helicopter, (See AD)	Rotorcraft: HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, and UH-1P; SW204, SW204HP, SW205, and SW205A-1
2002-15-04		Honeywell International	Engine: T5313B, T5317 Series, and former military T53 Series Turboshaft
2002-15-05		Turbomeca	Engine: Makila 1 A, 1 A1, and 1 A2 Turboshaft
2002-15-06		Air Tractor	AT-802 and AT-802A
2002-15-07		MD Helicopters	Rotorcraft: MD900
2002-15-08		Eurocopter France	Rotorcraft: EC120B, EC155B, SA330F, SA330G, SA330J, AS332C, AS332L, AS332L1, AS332L2, AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, AS355E, AS355F, AS355F1, AS355F2, AS355N, AS-365N2, AS 365 N3, SA-365N, and SA-365N1

Biweekly 2002-17

2002-08-54	COR	Bell Helicopter	Rotorcraft: 222, 222B, 222U, 230
2002-16-04	S 46-38-03, 86-22-09	Univair Aircraft	(ERCO) 415-C, 415-CD, 415-D, 415-E, 415-G, (Forney) F-1, and F-1A
2002-16-07		Bombardier-Rotax GmbH	Engine: 912 F, 912 S, and 914 F Series Reciprocating
2002-16-17		Barry Aviation	Sailplane: Model PZL-Krosno KR-03A "Peregrine" (Puchatek)
2002-16-25		Turbomeca S.A.	Engine: Arriel 2S1, 2B and 2 C Turboshaft
2002-16-26	COR	Bombardier-Rotax GmbH	Engine: 912 F series and 914 F series reciprocating
2002-17-51	E, S 02-14-51	Agusta S.p.A.	Rotorcraft: A109E
2002-17-52	E, S 02-14-51	Agusta S.p.A.	Rotorcraft: A119
2002-17-53	E, S 02-04-51	Textron Lycoming	Engine: LTIO-540 and TIO-540

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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Biweekly 2002-18

96-18-14	COR	Hartzell Propeller Inc.	Propellers: HC-A3VF-7( ), HC-B3TF-7( ), HC-B3MN-3( ), HC-B3TN-2( ), HC-B3TN-3( ), HC-B3TN-5( ), HC-B4MN-5( ), HC-B4MP-3( ), HC-B4TN-3( ), HC-B4TN-5( ), HC-B5MA-3( ), HC-B5MP-3( ), HC-B5MP-5( ), HC-B3MN-5( ), HC-B3TN-4( ), HC-B4MP-4( ), and HC-B5MN-3( )
2002-15-01	R1	Diamond Aircraft Industries Gmbh.	Sailplane: HK 36 R "Super Dimona", HK 36 TC, HK 36 TS, HK 36 TTC, HK 36 TTC-ECO, HK 36 TTC-ECO (Restricted Category), and HK 36 TTS
2002-17-03		Bell Helicopter Textron Canada	Rotorcraft: 407
2002-17-04		Ballonbau Worner Gmbh.	Balloon: K-630/1-Stu
2002-18-51	E	Wytwornia Sprzetu Komunikacyjnego	Engine: WSK PZL-Rzeszow S.A. Franklin 6A-350-C1, -C1A, -C1L, -C2, -C2A, and 4A -235 series

Biweekly 2002-19

2002-16-26	COR	Bombardier-Rotax GmbH	Engine: 912F and 914F Series Reciprocating
2002-18-05		Eurocopter France	Rotorcraft: SA330F, SA330G, SA330J, AS332C, AS332L and AS332L1
2002-18-06	S, 98-06-04	Eurocopter France	Rotorcraft: AS332C, L, L1 and SA330F, G, and J
2002-19-01		SOCATA	TBM 700
2002-19-02		Turbomeca S.A.	Engine: Makila 1A, 1A1, and 1A2 Turboshaft
2002-19-03	S, 2002-17-53	Textron Lycoming	Engine: LTIO-540, TIO-540, and IO-540

Biweekly 2002-20

2002-15-51		Sikorsky	Rotorcraft: S-76A, B, and C
2002-19-04		Raytheon	390
2002-19-05	S 74-08-03	Bell Helicopter Textron	Rotorcraft: 212
2002-19-06		Eurocopter France	Rotorcraft: EC 155B
2002-19-08		Vulcanair S.P.A.	P 68 ‘‘OBSERVER’’, P 68 ‘‘OBSERVER 2’’, P68TC ‘‘OBSERVER’’, AP68TP300 ‘‘SPARTACUS’’, P 68, P 68 B, P 68C, P 68C–TC, P68TP 600 ‘‘VIATOR’’
2002-19-09		Bombardier-Rotax	Engine: 912 F Series and 912 S Series Reciprocating
2002-19-10		Air Tractor, Inc.	AT-402, AT-402A, AT-402B, AT-602, AT-802, AT-802A
2002-20-01		Bell Helicopters (See AD)	Rotorcraft: HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, and UH-1P; and SW204, SW204HP, SW205, and SW205A-1
2002-20-02		Bell Helicopter Textron	Rotorcraft: 222, 222B, 222U, 230, and 430
2002-20-03		Eurocopter France	Rotorcraft: AS332C, L, L1, and L2; AS350B, BA, B1, B2, B3, and D; AS355E, F, F1, F2, and N; AS-365N2; AS 365 N3; SA330F, G, and J; SA-360C; SA-365C, C1, and C2; SA.316B, and C, and SA.319B
2002-20-04		SOCATA-Groupe	TB 21
2002-20-05		Breeze Eastern Aerospace	Appliance: Rescue Hoists
2002-20-51	E	Textron Lycoming	Engine: AEIO-540, IO-540, LTIO-540, O-540, and TIO-540 Series Reciprocating

BW 2002-20

SIKORSKY AIRCRAFT CORPORATION
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2002-15-51 Sikorsky Aircraft Corporation: Amendment 39-12896. Docket No. 2002-SW-40-AD.

Applicability: Model S-76A, B, and C helicopters, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required before further flight, unless accomplished previously.

To prevent failure of a main rotor blade (blade) and subsequent loss of control of the helicopter, accomplish the following:

(a) Review the blade service records and other records in accordance with the Accomplishment Instructions, paragraphs 3.A.(1), (2), and (3), of Sikorsky Aircraft Corporation Alert Service Bulletin No. 76-65-55A, dated July 25, 2002, for evidence of damage to a blade due to a lightning strike. Before further flight, remove any blade identified as having been damaged by lightning.

(b) Remove blades, serial number A086-00167, 00429, 00798, 00999, 01165, 01168, 01291, and 02504, which are known to have sustained lightning damage.

(c) If the blade service history cannot be determined, remove the blade from service before further flight.

(d) After the effective date of this AD, should a blade be subjected to lightning strike damage, remove the blade from service before the next flight.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Boston Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Boston ACO. Blades removed from service in accordance with this AD may be returned to service under a process approved by the Manager, Boston ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Boston ACO.

(f) Special flight permits will not be issued.

(g) Reviewing the blades service records and other records shall be done in accordance with the Accomplishment Instructions, paragraphs 3.A.(1), (2), and (3) of Sikorsky Aircraft Corporation Alert Service Bulletin No. 76-65-55A, dated July 25, 2002. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Sikorsky Aircraft Corporation, Attn: Manager, Commercial Tech Support, 6900 Main Street, Stratford, Connecticut 06614, phone (203) 386-3001, fax (203) 386-5983. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on October 18, 2002, to all persons except those persons to whom it was made immediately effective by Emergency AD 2002-15-51, issued July 26, 2002, which contained the requirements of this amendment.

Issued in Fort Worth, Texas, on September 18, 2002.
Eric D. Bries,
Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.
[FR Doc. 02-24994 Filed 10-2-02; 8:45 am]
BILLING CODE 4910-13-P

BW 2002-20

RAYTHEON AIRCRAFT COMPANY
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2002-19-04 Raytheon Aircraft Company: Amendment 39-12884; Docket No. 2002-CE-37-AD.

(a) *What airplanes are affected by this AD?* This AD applies to Model 390 airplanes, serial numbers RB-4 through RB-15, RB-19 through RB-32, and RB-34 through RB-40, that are certificated in any category.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to correct the air gap clearance between the fuel probe and the adjacent wing fuel tank access panel, which could result in arcing between the two conductive materials in the event of a lightning strike. This could serve as an ignition source inside the fuel tank and result in fire or explosion.

(d) *What must I do to address this problem?* To address this problem, you must accomplish the following actions:

Actions	Compliance	Procedures
(1) Replace the existing upper and lower fuel probe brackets with new upper and lower fuel probe brackets, part numbers 390–920304–001/002 (upper) and 390–920305–001/002 (lower), or FAA-approved equivalent part numbers.	Within the next 50 hours time-in-service after October 4, 2002 (the effective date of this AD).	In accordance with Raytheon Aircraft Mandatory Service Bulletin SB 28–3537, Rev. 1, Revised: August, 2002.
(2) Do not install upper and lower fuel probe brackets that are not part numbers 390–920304–001/002 (upper) and 390–920305–001/002 (lower), or FAA-approved equivalent part numbers.	As of October 4, 2002 (the effective date of this AD).	Not applicable.

Note 1: The compliance time of this AD differs from that specified in Raytheon Aircraft Mandatory Service Bulletin SB 28-3537, Rev. 1, Revised: August, 2002. This AD takes precedence over any other information on the affected airplanes.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Wichita Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 2: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact James P. Galstad, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4135; facsimile: (316) 946-4407.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under Sec. Sec. 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Raytheon Aircraft Mandatory Service Bulletin SB 28-3537, Rev. 1, Revised: August, 2002. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140. You may view copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) *When does this amendment become effective?* This amendment becomes effective on October 4, 2002.

Issued in Kansas City, Missouri, on September 13, 2002.
Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 02-23880 Filed 9-23-02; 8:45 am]
BILLING CODE 4910-13-U

BW 2002-20

BELL HELICOPTER TEXTRON, INC.
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2002-19-05 Bell Helicopter Textron, Inc.: Amendment 39-12885. Docket No. 2002-SW-28-AD. Supersedes AD 74-08-03, Amendment 39-1806, Docket No. 73-SW-80.

Applicability: Model 212 helicopters, with a vertical fin spar cap, part number (P/N) 212-030-125-001, with retrofit kit, P/N 212-704-087, installed; vertical fin left-hand spar cap (spar cap), P/N 212-030-125-001, without the retrofit kit installed; or spar cap, P/N 212-030-447-001 or P/N 212-030-447-101, installed, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated.

To prevent failure of a vertical fin spar, loss of a tail rotor, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 25 hours time-in-service (TIS), unless accomplished previously, modify and visually inspect each spar cap, P/N 212-030-125-001, not modified by retrofit kit, P/N 212-704-087 or spar cap, P/N 212-030-447-001, for a crack, loose fasteners, or corrosion in accordance with Part I (A1), paragraphs 1., 2., 3., 4., 6., and 7., of Bell Helicopter Textron Alert Service Bulletin No. 212-00-110, Revision A, dated February 15, 2001 (ASB). Thereafter, at intervals not to exceed 8 hours TIS, visually inspect each affected spar cap in accordance with Part I (A2), paragraphs 1., 2., 3., 5., and 6., of the ASB.

(1) Before further flight, repair any loose fastener or corrosion.

(2) Before further flight, replace any cracked or disbonded spar cap with an airworthy spar cap.

(b) For each spar cap, P/N 212-030-125-001, modified by retrofit kit, P/N 212-704-087, or spar cap, P/N 212-030-447-101:

(1) Within 25 hours TIS, unless accomplished previously, modify and inspect each spar cap for a crack, loose fastener, corrosion, or disbonding in accordance with Part II (A1), paragraphs 1., 2., 3., 4., 5., 7., 8., 9., and 10., of the ASB, except you are not required to contact BHTI. Thereafter, at intervals not to exceed 8 hours TIS, visually inspect each affected spar cap in accordance with Part II (A2), paragraphs 1., 2., 3., 5., and 6., of the ASB.

(2) Within 50 hours TIS, unless accomplished previously, and thereafter at intervals not to exceed 300 hours TIS, inspect each spar cap for disbonding using a hammer in accordance with Part II (B), paragraphs 1. through 13., of the ASB.

(3) Within 50 hours TIS, unless accomplished previously, modify the vertical fin, and dye-penetrant inspect each spar cap in accordance with Part II (C1), paragraphs 1. through 8. and 10. through 12., of the ASB. Thereafter, at intervals not to exceed 300 hours TIS, dye-penetrant inspect each spar cap in accordance with Part II (C2), paragraphs 1. through 9. and 11. through 14., of the ASB.

Note 2: The dye-penetrant inspection is addressed in paragraph 6-2 of the Standard Practices Manual, BHT-ALL-SPM, dated October 11, 1996.

(4) Before further flight, repair any loose fasteners or corrosion.

(5) Before further flight, replace any cracked or disbonded spar cap with an airworthy spar cap.

(c) Within 24 months, replace each affected spar cap with a cold expansion spar cap, P/N 212-030-447-117S, in accordance with the Accomplishment Instructions, paragraphs 1. through 35. and 37., and Attachments A, B, and C of Bell Helicopter Textron Technical Bulletin No. 212-00-184, Revision A, dated April 23, 2001.

Note 3: This AD does not apply to tailbooms with spar cap, P/N 212-030-447-117 or "117S, already installed, that used the cold-expanded fastener installation process.

(d) Replacing each spar cap in accordance with the requirements of this AD is terminating action for the requirements of this AD.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Regulations Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Regulations Group.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group.

(f) Special flight permits may be issued in accordance 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished.

(g) The modification and visual inspections shall be done in accordance with Part I (A1), paragraphs 1., 2., 3., 4., 6., and 7.; Part I (A2), paragraphs 1., 2., 3., 5., and 6., Part II (A1), paragraphs 1., 2., 3., 4., 5., 7., 8., 9., and 10., Part II (A2), paragraphs 1., 2., 3., 5., and 6.; and Part II (B), paragraphs 1. through 13. The modification and dye-penetrant inspections shall be done in accordance with Part II (C1), paragraphs 1. through 8. and 10. through 12. and Part II (C2), paragraphs 1. through 9., and 11. through 14., of Bell Helicopter Textron Alert Service Bulletin No. 212-00-110, Revision A, dated February 15, 2001. The replacement of the spar cap shall be done in accordance with the Accomplishment Instructions, paragraphs 1. through 35. and .37 and Attachments A, B, and C of Bell Helicopter Textron Technical Bulletin No. 212-00-184, Revision A, dated April 23, 2001. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bell

Helicopter Textron, Inc., P.O. Box 482, Fort Worth, Texas 76101, telephone (817) 280-3391, fax (817) 280-6466. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on October 30, 2002.

Issued in Fort Worth, Texas, on September 13, 2002.
Eric Bries,
Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.
[FR Doc. 02-24180 Filed 9-24-02; 8:45 am]
BILLING CODE 4910-13-P

BW 2002-20

EUROCOPTER FRANCE
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2002-19-06 Eurocopter France: Amendment 39-12886. Docket No. 2002-SW-11-AD.

Applicability: Model EC 155B helicopters, with SMD45H multi-functional displays, part numbers C19209VF11, C19209VG11, C19267EF10, C19267EG10, C19267VF11, or C19267VG11, having serial numbers from 201 through 284 inclusive, which are not followed by the letter "M", installed, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within 30 days, unless accomplished previously.

To prevent an electrical discontinuity in the grounding plane inside the SMD45H multi-functional display, which can result in overheating of the interconnection board, smoke in the cockpit, and subsequent loss of control of the helicopter, accomplish the following:

(a) Replace the "AC" interconnection board of the affected SMD45H multi-functional display with a "BC" interconnection board.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Regulations Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Regulations Group.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group.

(c) Special flight permits will not be issued.

(d) This amendment becomes effective on October 9, 2002.

Note 3: The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD No. 2001-617-004(A), dated December 26, 2001.

Issued in Fort Worth, Texas, on September 13, 2002.
Eric Bries,
Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.
[FR Doc. 02-24181 Filed 9-23-02; 8:45 am]
BILLING CODE 4910-13-P

BW 2002-20

VULCANAIR S.P.A.
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2002-19-08 Vulcanair S.P.A.: Amendment 39-12888; Docket No. 2002-CE-13-AD.

(a) *What airplanes are affected by this AD?* This AD affects the following airplane models and serial numbers that are certificated in any category:

(1) Group 1 Airplanes: Model P 68 "OBSERVER 2", serial numbers 401 through 411.

(2) Group 2 Airplanes: Model P 68 "OBSERVER 2", serial numbers 412 and 413.

(3) Group 3 Airplanes: Model P 68C, serial number 402.

(4) Group 4 Airplanes:

Model	Serial Nos.
P 68 ‘‘OBSERVER’’	All serial numbers through 411.
P 68 ‘‘OBSERVER 2’’	All serial numbers through 400.
P68TC ‘‘OBSERVER’’	All serial numbers through 411.

Group 5 Airplanes:

Model	Serial Numbers
AP68TP300 ‘‘SPARTACUS’’	All serial numbers through 413.
P 68	All serial numbers through 413.
P 68 ‘‘OBSERVER’’	412 and 413.
P 68 B	All serial numbers through 413.
P 68C	All serial numbers through 401 and 403 through 413.
P 68C–TC	All serial numbers through 413.
P68TC ‘‘OBSERVER’’	412 and 413.
P68TP 600 ‘‘VIATOR’’	All serial numbers through 413.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the airplanes identified in paragraphs (a) (1) through (a)(5) of this AD must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to prevent failure of the primary flight control system caused by certain configurations. Such failure could lead to loss of airplane flight control.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

Actions	Compliance	Airplane groups affected	Procedures
(1) Inspect the connecting bolts in the stabilator, rudder, aileron, and flap controls to verify the correct installation and inspect the forward control lever for interference with the airframe. (i) If interference or any incorrect installations are found during the inspections, obtain a repair scheme from the manufacturer through the FAA at the address specified in paragraph (f) of this AD. (ii) Incorporate this repair scheme	Within the next 30 days after November 8, 2002 (the effective date of this AD). Perform necessary repairs prior to further flight after the inspection in which the interference or any incorrect installation is found.	Group 1, Group 2, and Group 3.	Inspect in accordance with paragraph 2. WORK PROCEDURE, 2.1 PART A, of Vulcanair P68 Series Service Bulletin No. 111 Rev. 1, dated February 20, 2002. Repair in accordance with the repair scheme obtained from Vulcanair S.p.A., Via G. Pascoli 7, 80026 Casoria (Naples) Italy. Obtain this repair scheme through the FAA at the address specified in paragraph (f) of this AD
(2) Accomplish the following inspections: (i) Inspect to ensure that there is no interference between the control column interconnection chain and engine control pedestal assembly when the flight controls are in the maximum nose down position. Correct any interference as specified in the service information or obtain a repair scheme from the manufacturer through FAA at the address specified in paragraph (f) of this AD, as applicable. (ii) Inspect to ensure that the split link (part number NOR7.059–1) is correctly installed in the chain and that the lock-wire is present, undamaged, and installed correctly. Make any necessary corrections.	Inspect within the next 30 days after November 8, 2002 (the effective date of this AD). Make any necessary corrections or repairs prior to further flight after the inspection where the problem is found.	Group 1 and Group 4.	In accordance with the WORK PROCEDURE section of Vulcanair P68 Series Service Bulletin No. 110, dated March 19, 2002. Repair in accordance with the repair scheme obtained from Vulcanair S.p.A., Via G. Pascoli 7, 80026 Casoria (Naples) Italy. Obtain this repair scheme through the FAA at the address specified in paragraph (f) of this AD.

(3) Install and modify the following: (i) Split Link, part number NOR7.059–1. (ii) Full Travel Limit Assembly, part number 5.3077–1/–2.	Within the next 30 days after November 8, 2002 (the effective date of this AD).	Group 1 and Group 4.	In accordance with the WORK PROCEDURE section of Vulcanair P68 Series Service Bulletin No. 110, dated March 19, 2002.
(4) Inspect bolt part number AN24–18A to verify the correct installation and inspect for the existence of a part number MS21083N4 nut. Correctly install an incorrectly installed bolt and, if missing, install the nut.	Within the next 30 days after November 8, 2002 (the effective date of this AD). Install prior to further flight after the inspection where problems are found.	Group 1, Group 2, Group 3, Group 4, and Group 5.	In accordance with the WORK PROCEDURE section of Vulcanair P68 Series Service Bulletin No. 111 Rev. 1, dated February 20, 2002.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Standards Office Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Standards Office Manager.

Note 1: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

Note 2: The FAA recommends that owners/operators report results of all inspections required in paragraphs (d)(1), (d)(2)(i), (d)(2)(ii), and (d)(4) of this AD to the manufacturer as stated in the service bulletins.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; facsimile: (816) 329-4090.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under § § 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Vulcanair P68 Series Service Bulletin No. 110, dated March 19, 2002, and Vulcanair P68 Series Service Bulletin No. 111 Rev. 1, dated February 20, 2002. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1

CFR part 51. You may get copies from Vulcanair S.p.A., Via G. Pascoli 7, 80026 Casoria, Naples, Italy. You may view copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in Italian AD Number 2002-212, dated March 28, 2002; and Italian AD Number 2002-155, dated February 22, 2002.

(i) *When does this amendment become effective?* This amendment becomes effective on November 8, 2002.

Issued in Kansas City, Missouri, on September 17, 2002.
Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 02-24179 Filed 9-24-02; 8:45 am]
BILLING CODE 4910-13-P

BW 2002-20

BOMBARDIER-ROTAX GMBH
AIRWORTHINESS DIRECTIVE
ENGINE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2002-19-09 Bombardier-Rotax GmbH: Amendment 39-12889. Docket No. 2002-NE-18-AD.

Applicability: This airworthiness directive (AD) is applicable to all Bombardier-Rotax GmbH 912 F series and 912 S series reciprocating engines with fuel pump assembly part number (P/N) 996.596 installed. These engines are installed on, but not limited to Diamond Aircraft Industries, DA20-A1, Aeromot-Industria Mecanico Metalurgica Itda., Model AMT-200S, and Iniziative Industriali Italiane S.p.A. Sky Arrow 650 TCN and Sky Arrow 650 TC aircraft.

Note 1: This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Compliance with this AD is required as indicated, unless already done.
To prevent in-flight fuel leaks of the fuel pump assembly, which could result in an engine fire, do the following:

Initial Visual Inspection and Leakage Test

(a) Perform an initial visual inspection and a test for fuel leakage of the fuel pump assembly part number (P/N) 996.596, within 10 hours time-in-service (TIS) from the effective date of this AD, as follows:
(1) Visually inspect the fuel pump assembly feeding hose and pressure hose for cracks, in accordance with 3.1.1 of the accomplishment instructions of Rotax GmbH mandatory service bulletin (MSB) No. SB-912-031, dated October 2001. Replace the fuel pump assembly before further flight if any cracks are found.
(2) Conduct a leakage test of the fuel pump assembly, in accordance with 3.1.2 of the accomplishment instructions of Rotax GmbH MSB No. SB-912-031, dated October 2001. Replace the fuel pump assembly before further flight if any leaks are found.
(3) Perform an operational test run of the engine if any maintenance was performed that removed or replaced any components of the fuel pump system. Information regarding instructions on the engine test run can be found in the accomplishment instructions of Rotax GmbH MSB No. SB-912-031, dated October 2001.

Repetitive Inspections and Leakage Tests

(b) Visually inspect and test the fuel pump assembly at each 100-hour, annual, or progressive inspection, or within 110 hours time-in-service since last inspection, whichever occurs first, in accordance with paragraph (a)(1) through (a)(3) of this AD.

Optional Terminating Action

(c) Installation of a fuel pump assembly other than fuel pump assembly P/N 996.596 constitutes terminating action to the repetitive inspections specified in paragraph (b) of this AD.

Alternative Methods of Compliance

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office (ECO). Operators must submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

Special Flight Permits

(e) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be done.

Documents That Have Been Incorporated by Reference

(f) The inspections and tests must be done in accordance with Rotax GmbH mandatory service bulletin No. SB-912-031, dated October 2001. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bombardier-Rotax GmbH, Welser Strasse 32, A-4623 Gunskirchen, Austria; telephone 7246-601-232; fax 7246-601-370. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in Austro Control airworthiness directive No. 109, dated November 15, 2001.

Effective Date

(g) This amendment becomes effective on October 10, 2002.

Issued in Burlington, Massachusetts, on September 16, 2002.
Francis A. Favara,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 02-24280 Filed 9-24-02; 8:45 am]
BILLING CODE 4910-13-P

BW 2002-20

AIR TRACTOR, INC.
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2002-19-10 Air Tractor, Inc.: Amendment 39-12890; Docket No. 2002-CE-03-AD.

(a) *What airplanes are affected by this AD?* This AD affects the following airplane models and serial numbers that are certificated in any category.

Model	Serial No.
AT-402	All serial numbers beginning with 402-0694.
AT–402A	All serial numbers beginning with 402A–0738.
AT–402B	All serial numbers beginning with 402B–0966.
AT–602	All serial numbers.
AT–802	All serial numbers.
AT–802A	All serial numbers.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to prevent failure of the empennage caused by cracks. Such failure could result in loss of control of the airplane.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
(1) Inspect the upper longeron and upper diagonal tube on the left hand side of the fuselage frame, just forward of the vertical fin front spar attachment, for cracks.	Initially inspect within the next 100 hours time-in-service (TIS) after November 15, 2002 (the effective date of this AD) and thereafter at intervals not to exceed 100 hours TIS.	In accordance with Snow Engineering Co. Service Letter #195, dated February 4, 2000, and the applicable maintenance manual.
(2) If cracks are found during any inspection required in paragraph (d)(1) of this AD, accomplish the following: (i) Obtain a repair scheme from the manufacturer through the FAA at the address specified in paragrpah (f) of this AD; and (ii) Incorporate this repair scheme.	Obtain and incorporate the repair scheme prior to further flight after inspection in which the cracks are found. Continue to inspect as specified in paragraph (d)(1) of this AD.	In accordance the with the repair scheme obtained from Air Tractor, Incorporated, P.O. Box 485, Olney, Texas 76374. Obtain this repair scheme through the FAA at the address specified in paragraph (f) of this AD.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Fort Worth Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

Note: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Andrew D. McAnaul, Aerospace Engineer, FAA, Fort Worth Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5156; facsimile: (817) 222-5960.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Snow Engineering Co. Service Letter #195, dated February 4, 2000. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from Air Tractor, Incorporated, P.O. Box 485, Olney, Texas 76374. You may view copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) *When does this amendment become effective?* This amendment becomes effective on November 15, 2002.

Issued in Kansas City, Missouri, on September 18, 2002.
Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 02-24404 Filed 9-30-02; 8:45 am]
BILLING CODE 4910-13-P

BW 2002-20

BELL HELICOPTERS
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2002-20-01 Arrow Falcon Exporters, Inc. (previously Utah State University); Firefly Aviation Helicopter Services (previously Erickson Air-Crane Co.); Garlick Helicopters, Inc.; Global Helicopter Technology, Inc.; Hagglund Helicopters, LLC (previously Western International Aviation, Inc.); Hawkins and Powers Aviation, Inc.; International Helicopters, Inc.; Robinson Air Crane, Inc.; Smith Helicopters; Southern Helicopter, Inc.; Southwest Florida Aviation; Tamarack Helicopters, Inc. (previously Ranger Helicopter Services, Inc.); U.S. Helicopter, Inc.; and Williams Helicopter Corporation (previously Scott Paper Co.): Amendment 39-12895. Docket No. 2001-SW-41-AD.

Applicability: Model HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, and UH-1P; and Southwest Florida Aviation Model SW204, SW204HP, SW205, and SW205A-1 helicopters, manufactured by Bell Helicopter Textron, Inc. (BHTI) for the Armed Forces of the United States, with main rotor tension-torsion (TT) strap, part number (P/N) 204-012-122-1, 204-012-122-5, 2601399, or 2606650, installed, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required before further flight, unless accomplished previously.

To prevent failure of a TT strap, loss of a main rotor blade, and subsequent loss of control of the helicopter, accomplish the following:

(a) Remove and replace any TT strap with 1,200 hours time-in-service (TIS) or 24 months since the initial installation, whichever occurs first.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Rotorcraft Certification Office, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Certification Office.

(c) Special flight permits will not be issued.

(d) This amendment becomes effective on November 6, 2002.

Issued in Fort Worth, Texas, on September 18, 2002.
Eric Bries,
Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.
[FR Doc. 02-24993 Filed 10-1-02; 8:45 am]
BILLING CODE 4910-13-P

BW 2002-20

BELL HELICOPTER TEXTRON, A DIVISION OF TEXTRON CANADA
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2002-20-02 Bell Helicopter Textron, A Division of Textron Canada: Amendment 39-12897. Docket No. 2001-SW-73-AD.

Applicability: Model 222 helicopters, serial numbers (S/N) 47006 through 47089; Model 222B helicopters, S/N 47131 through 47156; Model 222U helicopters, S/N 47501 through 47574; Model 230 helicopters, S/N 23001 through 23038; and Model 430 helicopters, S/N 49001 through 49079, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required at the next annual or 100-hour inspection, whichever occurs first, unless accomplished previously.

To prevent accumulation of fuel in the right-hand upper fuel enclosure area, a fire, and a subsequent forced landing, accomplish the following:

(a) Remove the sealant from the forward tooling hole in the right-hand upper fuel enclosure area in accordance with the Accomplishment Instructions in Bell Helicopter Textron Alert Service Bulletin (ASB) No. 222-01-89, for the Model 222 helicopters and Model 222B helicopters; ASB No. 222U-01-60, for the Model 222U helicopters; ASB No. 230-01-20, for the Model 230 helicopters; and ASB No. 430-01-21, for the Model 430 helicopters, all dated February 7, 2001.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Regulations Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Regulations Group.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group.

(c) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished.

(d) The sealant removal shall be done in accordance with the Accomplishment Instructions in Bell Helicopter Textron Alert Service Bulletin (ASB) No. 222-01-89, for the Model 222 helicopters and Model 222B helicopters; ASB No. 222U-01-60, for the Model 222U helicopters; ASB No. 230-01-20, for the Model 230 helicopters; and ASB No. 430-01-21, for the Model 430 helicopters, all dated February 7, 2001. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bell Helicopter Textron, A Division of Textron Canada, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4, telephone (450) 437-2862 or (800) 363-8023, fax (450) 433-0272. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on November 7, 2002.

Note 3: The subject of this AD is addressed in Transport Canada (Canada) AD No. CF-2001-22, dated May 24, 2001.

Issued in Fort Worth, Texas, on September 20, 2002.
Eric D. Bries,
Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.
[FR Doc. 02-24991 Filed 10-2-02; 8:45 am]
BILLING CODE 4910-13-P

BW 2002-20

EUROCOPTER FRANCE
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2002-20-03 Eurocopter France: Amendment 39-12898. Docket No. 2000-SW-55-AD.

Applicability: Model AS332C, L, L1, and L2; AS350B, BA, B1, B2, B3, and D; AS355E, F, F1, F2, and N; AS-365N2; AS 365 N3; SA330F, G, and J; SA-360C; SA-365C, C1, and C2 helicopters with a metal ferry fuel tank (tank), part number (P/N) 330A 871310.00, .01, .02, .03, or .04, installed; and Model SA.316B and C; and SA.319B helicopters with a tank, P/N 3160S 7375020, or 3160S 7375020-1, installed, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required before the next refueling of an installed tank or before the first fueling after installing a tank, unless accomplished previously.

To prevent refueling a tank that is not adequately electrically bonded, which could generate an electric arc between the refueling nozzle and the tank, causing a fuel tank explosion, accomplish the following:

(a) Measure the electrical resistance between the tank electrostatic ground connector (item C) and the tank filler neck (item G) as shown in Figure 1 of this AD. If the value of the electrical resistance is more than 1.5 milliohms, refueling the tank is prohibited. See Figure 1 as follows:

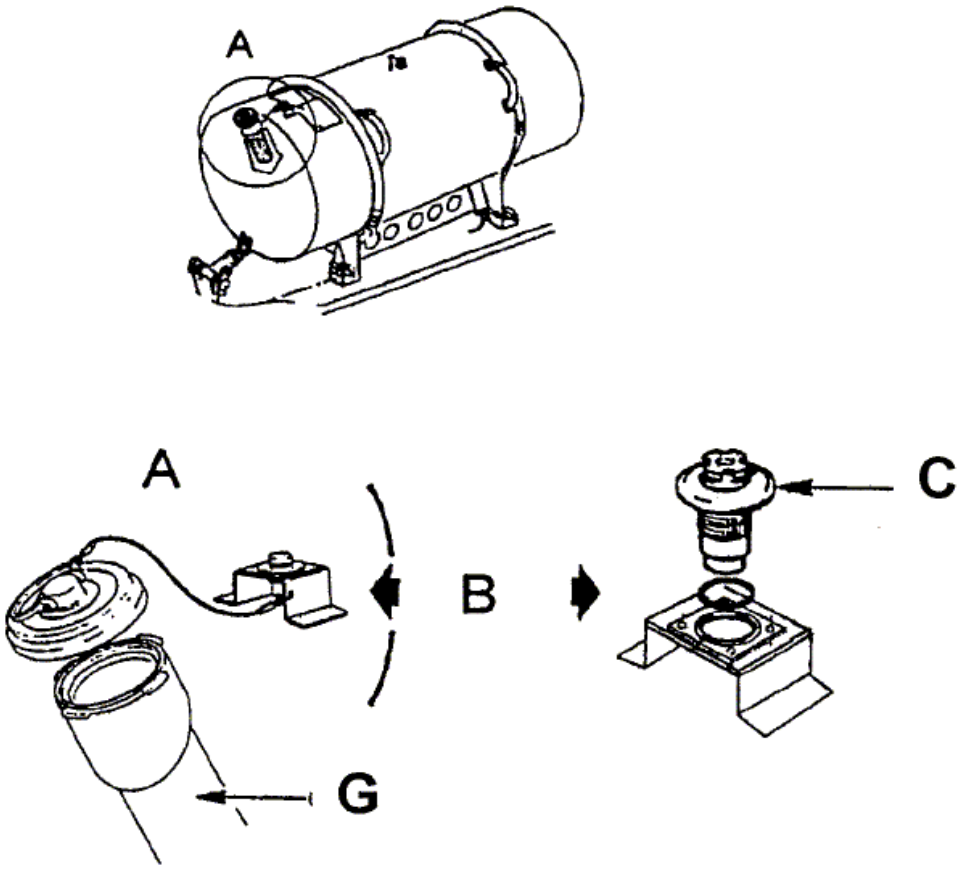

FIGURE 1 FERRY FUEL TANK

Note 2: Eurocopter Telex No. 000112 dated June 6, 2000, pertains to the subject of this AD.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Regulations Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Regulations Group.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group.

(c) Special flight permits will not be issued.

(d) This amendment becomes effective on November 6, 2002.

Note 4: The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD 2000-302(A), dated July 12, 2000.

Issued in Fort Worth, Texas, on September 19, 2002.

Eric D. Bries,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 02-24988 Filed 10-1-02; 8:45 am]

BILLING CODE 4910-13-P

BW 2002-20

SOCATA–GROUPE AEROSPATIALE
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2002-20-04 SOCATA–Groupe AEROSPATIALE: Amendment 39-12899; Docket No. 2002-CE-16-AD.

(a) *What airplanes are affected by this AD?* This AD affects Model TB 21 airplanes, serial numbers 500 through 2080, 2091, and 2101, that are certificated in any category.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to prevent high levels of carbon monoxide from entering the cockpit during certain flight configurations, which could result in the pilot becoming incapacitated or impairing his/her judgement. Such a condition could lead to the pilot not being able to make critical flight safety decisions and result in loss of control of the airplane.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
(1) Install a part number (P/N) TB 21 9600200000 exhaust extension to the exhaust pipe. This installation is Modification No. MOD.178.	Within the next 50 hours time-in-service (TIS) after November 18, 2002 (the effective date of this AD).	In accordance with Socata TB Aircraft Mandatory Service Bulletin SB 10–126 78, dated November 2001, and the applicable maintenance manual.
(2) Do not install, on any affected airplane, any of the following components without incorporating Modification No. MOD.178 as required by paragraph (d)(1) of this AD:. (i) Exhaust installation assemblies P/N TB21 56001000, P/N TB21 56001005, or P/N TB21 5600100501; or (ii) Turbo exhaust tubes P/N TB21 56001001, P/N TB21 56001006, or P/N TB21 5600100601.	As of November 18, 2002 (the effective date of this AD).	Not applicable.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Standards Office Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Standards Office Manager.

Note 1: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; facsimile: (816) 329-4090.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD. No passengers are allowed for this flight.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Socata TB Aircraft Mandatory Service Bulletin SB 10-126 78, dated November 2001. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from SOCATA Groupe AEROSPATIALE, Customer Support, Aerodrome Tarbes-Ossun-Lourdes, BP 930–F65009 Tarbes Cedex, France; telephone: 011 33 5 62 41 73 00; facsimile: 011 33 5 62 41 76 54; or the Product Support Manager, SOCATA Groupe AEROSPATIALE, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023; telephone: (954) 893-1400; facsimile: (954) 964-4141. You may view copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

Note 2: The subject of this AD is addressed in French AD 2001-610(A), dated December 12, 2001.

(i) *When does this amendment become effective?* This amendment becomes effective on November 18, 2002.

Issued in Kansas City, Missouri, on September 20, 2002.
Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 02-24687 Filed 10-2-02; 8:45 am]
BILLING CODE 4910-13-P

BW 2002-20

BREEZE EASTERN AEROSPACE
AIRWORTHINESS DIRECTIVE
APPLIANCE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2002-20-05 Breeze Eastern Aerospace: Amendment 39-12901. Docket No. 98-ANE-37-AD.

Applicability: This airworthiness directive (AD) is applicable to Breeze Eastern Aerospace rescue hoists series BL-16600, excluding BL-16600-160. These hoists are installed on, but not limited to Augusta A109, Bell 206, Bell 222, Bell 407, Eurocopter France AS332, McDonnell Douglas MD-500, and Sikorsky S-61 helicopters.

Note 1: This AD applies to each hoist identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For hoists that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Compliance with this AD is required as indicated, unless already done.
To prevent mounting bracket cracks, which could result in mounting bracket failure and separation of the rescue hoist from the helicopter, do the following:

(a) Before the next usage of the rescue hoist after the effective date of this AD, perform a one-time inspection for mounting bracket cracks, and, if necessary, replace with serviceable parts, in accordance with Breeze Eastern Customer Aerospace Advisory Bulletin CAB-100-56, dated November 11, 1997.

Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, New York Aircraft Certification Office (NYACO). Operators must submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the NYACO.

Special Flight Permits

(c) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be done.

Documents That Have Been Incorporated By Reference

(d) The inspection must be done in accordance with Breeze Eastern Aerospace Customer Advisory Bulletin CAB-100-56, dated November 11, 1997.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Breeze Eastern Aerospace, 700 Liberty Avenue, Union, NJ 07083; telephone (908) 686-4000; fax (908) 686-9292. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(e) This amendment becomes effective on November 7, 2002.

Issued in Burlington, Massachusetts, on September 25, 2002.
Jay J. Pardee,
Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 02-24957 Filed 10-2-02; 8:45 am]
BILLING CODE 4910-13-P

BW 2002-20

TEXTRON LYCOMING
AIRWORTHINESS DIRECTIVE
ENGINE
EMERGENCY
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2002-20-51 Textron Lycoming: Docket No. 2002-NE-31-AD

Applicability

This airworthiness directive (AD) is applicable to all Textron Lycoming AEIO-540, IO-540, LTIO-540, O-540, and TIO-540 series reciprocating engines with crankshaft gear retaining bolts, part number (P/N) STD-2209 installed, except engines with single-drive dual magnetos and O-540-F series engines to which AD 99-03-05 applies. These engines are installed on, but not limited to the following aircraft:

Aero Commander. (500), (500-B), (500-E), (500-U)
Aero Mercantil. Gavilan.
Aerofab. Renegade 250.
Bellanca Aircraft. Aries T-250
Britten-Norman. (BN-2).
Cessna Aircraft. Skylane C-182, Stationair C-206, Turbo Skylane T182T, Turbo Stationair T-206
Christen. Pitts (S-2S), (S-2B).
Commander Aircraft. 114TC, 114B
DeHavilland. (DH-114-2X)
Dornier. (DO-28-B1)
Evangel-Air.
Extra-Flugzeugbau. Extra 300.
Found Bros. (FBA-2C), Centennial (100)
Gippsland. GA-200.
Helio. Military (H-250).
King Engineering. Angel.
Maule. MT-7-260, M-7-260, MX-7-235, MT-7-235, M7-235, Star
Rocket (MX-7-235), Super Rocket (M-6-235), Super Std. Rocket (M-7-235).
Mooney Aircraft. “TLS” M20M.
Moravan. Zlin-50L

Pilatus Britten-Norman. Islander (BN-2A-26), Islander (BN-2A-27), Islander II (BN-2B-26), Islander (BN-2A-21), Trislander (BN-2A-Mark III-2), Islander (BN-2B).
Piper Aircraft. 700P Aerostar, Aerostar 600A, Aerostar 601B, Aerostar 601P,Apache (PA-23 “235”), Aztec (PA-23 “250”), Aztec (PA-23 "250"), Comanche (PA-24 “250”), Comanche (PA-24 “260”), Aztec F, Aztec C (PA-23 “250”, Cherokee (PA-24 “250”), Cherokee (PA-28 “235”), Cherokee Six (PA-32 “260”, Cherokee Six (PA-32-300). “LANCE”, Comanche (PA-24 “150”), Comanche (PA-24 “250”), Comanche (PA-24), Comanche (PA-24 “260”), Comanche 260, Mirage (PA-46-350P, Navajo (PA-31), Navajo (PA-31-300), Navy Aztec (PA-23 “250”), Pawnee (PA-24 “235”), Pawnee (PA-25 “260”), Saratoga (PA-32-300), Brave 300, Sequoia 602P, T-1020, T35, Turbo Aztec (PA-23-250), Turbo Saratoga TC (PA-32-301T)
S.O.C.A.T.A. Rallye 235CA., Rallye 235GT, Rallye 235C, TB-20

Note 1: This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance

Compliance with this AD is required within 10 hours TIS after receipt this Emergency AD or 7 days after receipt this Emergency AD, whichever is earlier, unless already done.

To prevent loss of all engine power and possible forced landing, do the following:

Engines Listed by SN

(a) if your engine SN is listed in Table 1 of Lycoming SB No. 554, dated September 30, 2002, replace the crankshaft gear retaining bolt in accordance with Lycoming SB No. 554, dated September 30, 2002.

Bolts That Have Been Replaced During Maintenance or Overhaul

(b) If the bolt was replaced or the engine was overhauled between November 27, 1996 and November 10, 1998, replace the bolt in accordance with Lycoming SB No. 554, dated September 30, 2002.

Prohibition Against Installing Zinc-plated Bolts

(c) After the receipt of this AD, do not install any zinc-plated crankshaft gear retaining bolt, P/N STD-2209, onto any engine listed in this AD. Zinc-plated bolts are gold in color.

Alternative Methods of Compliance

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, New York Aircraft Certification Office (NYACO). Operators must submit their requests through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, NYACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the NYACO.

(e) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be done.

(f) Copies of the applicable service information may be obtained from Lycoming, a Textron Company, 652 Oliver Street, Williamsport, PA 10071; telephone (570) 323-6181. This information may also be obtained electronically on "www.lycoming.textron.com". This information may be examined, by appointment, at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA.

(g) **Emergency AD 2002-20-51, issued October 1, 2002, becomes effective upon receipt.**

FOR FURTHER INFORMATION CONTACT: Norman Perenson, Aerospace Engineer, New York Aircraft Certification Office, FAA, Engine and Propeller Directorate, 10 Fifth Street, 3rd floor, Valley Stream, NY 11581-1200; telephone (516) 256-7537; fax (516) 568-2716.

Issued in Burlington, Massachusetts on October 1, 2002.

Jay J. Pardee,
Manager, Engine and Propeller Directorate,
Aircraft Certification Service.